

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings of claims in the application:

Listing of Claims:

1 – 47 (cancelled)

48. (currently amended) A vehicular light control system for controlling external vehicular directional signal lights, comprising:

 a light intensity switch connecting a brightest output circuit of at least one directional signal light and a turn signal switch,

 the light intensity switch connecting the brightest output circuit of the at least one directional signal light and a power supply,

at least one turn signal rerouting switch, wherein the turn signal rerouting switch is connected to said power supply and said light intensity switch

 whereby the intensity of the at least one directional signal light is controlled between operational modes selected from the group consisting of signaling modes and visibility, utility, and safety modes.

49. (currently amended) The vehicular light control system as described in claim 48, wherein said light intensity switch further comprises a first ~~voltage-controllable~~ signal routing device.

50. (currently amended) The vehicular light control system as described in claim 49, wherein the first ~~voltage-controllable~~ signal routing device comprises a relay; and wherein the relay includes

an energized state, wherein said brightest output circuit of said at least one directional signal light is connected to the power supply, and:

a non-energized state, wherein said brightest output circuit of said at least one directional signal light is connected to the turn signal switch.

51. (previously presented) The vehicular light control system as described in claim 48, wherein said power supply is an ignition-keyed power source.

52. (cancelled)

53. (currently amended) The vehicular light control system as described in claim 48 ~~[[52]]~~, wherein said turn signal rerouting switch further comprising a second ~~voltage-controllable~~ signal routing device.

54. (currently amended) The vehicular light control system as described in claim 53, wherein said second ~~voltage-controllable~~ signal routing device comprises a relay; and wherein said relay includes

an energized state, wherein said brightest output circuit of at least one directional signal light is connected to said turn signal switch through said light intensity switch, and:

a non-energized state, wherein said brightest output circuit of at least one directional signal light is connected to said power supply through said light intensity switch.

55. (currently amended) The vehicular light control system as described in claim 48 ~~[[52]]~~, further comprising at least one device for isolating a pulsed signal to energize said turn signal rerouting switch.

56. (previously presented) The vehicular light control system as described in claim 55, wherein said at least one device for an isolating pulsed signal is at least one first diode.

57. (currently amended) The vehicular light control system as described in claim 48 [[52]] further comprising at least one device for storing an isolated pulsed signal to energize said turn signal rerouting switch.

58. (previously presented) The vehicular light control system as described in claim 57, wherein said at least one device for storing the isolated pulsed signal is at least one first capacitor.

59. (currently amended) A vehicular light control system for controlling external vehicular directional signal lights, comprising:

at least one light intensity switch connecting a brightest output circuit of at least one directional signal light and a turn signal switch, and

said at least one light intensity switch connecting the brightest output circuit of at least one directional signal light and a power supply,

an automatic override switch connected to a parking/headlight switch of a vehicle, said power supply and said light intensity switch, wherein said automatic override switch further controls operation of said light intensity switch;

whereby the intensity of at least one directional signal light is controlled between an output mode for signaling and an constant illumination output mode for safety and for utility.

60. (previously presented) The vehicular light control system as described in claim 59, wherein said at least one light intensity switch further comprises means for controlling electrical current and voltage routing.

61. (previously presented) The vehicular light control system as described in claim 60, wherein said means for controlling electrical current and voltage routing includes a relay; and wherein said relay includes

an energized state, wherein said brightest output circuit of said at least one directional signal light is connected to said power supply, and:

a non-energized state, wherein said brightest output circuit of said at least one directional signal light is connected to said turn signal switch.

62. (previously presented) The vehicular light control system as described in claim 59, wherein said power supply is a vehicular power source.

63. (previously presented) The vehicular light control system as described in claim 61, further comprising at least one said turn signal rerouting switch, wherein said turn signal rerouting switch is connected to said power supply and said light intensity switch, and wherein said turn signal rerouting switch is further connected to said turn signal switch and said directional signal light through said light intensity switch when said light intensity switch is in said energized state.

64. (previously presented) The vehicular light control system as described in claim 63, wherein said turn signal rerouting switch further comprises means for controlling electrical current and voltage routing.

65. (previously presented) The vehicular light control system as described in claim 64, wherein said means for controlling electrical current and voltage routing includes a relay; and wherein said relay includes

an energized state, wherein said brightest output circuit of at least one directional signal light is connected to said turn signal switch through said light intensity switch, and:

a non-energized state, wherein said brightest output circuit of at least one directional signal light is connected to said power source through said light intensity switch.

66. (previously presented) The vehicular light control system as described in claim 59, further comprising at least one means for converting a pulsed signal to a constant non pulsed signal to energize said turn signal rerouting switch.

67. (previously presented) The vehicular light control system as described in claim 66, wherein at least one means for converting a pulsed signal to a constant non pulsed signal comprises a first diode and a first capacitor, wherein the first diode and the first capacitor are connected to said turn signal rerouting switch and said turn signal switch.

68. (cancelled)

69. (previously presented) The vehicular light control system as described in claim 59, further comprising a main module power switch connected with said light intensity switch and said power supply, the main module power switch further controlling operation of said light intensity switch.

70. (previously presented) The vehicular light control system as described in claim 59, further comprising an operational indicator connected to said light intensity switch, the operational indicator providing feedback corresponding to the operational state of said vehicular light control system.

71. (previously presented) The vehicular light control system as described in claim 70, further comprising a night operation latching switch and a night operation momentary switch, wherein the night operation latching switch is connected to the automatic override switch, to said parking/headlight switch, and to said night operation momentary switch; said night operation momentary switch and said night operational latching switch further controlling operation of said light intensity switch.

72. (previously presented) A vehicular light control system for controlling pairs of external vehicular directional lights while allowing any onboard vehicular bulb-failure indication subsystems to continue to operate, comprising:

a first light intensity switch connecting the brightest output circuit of a first directional signal light and a first output of a turn signal switch, and a second light intensity switch connecting the brightest output circuit of a second directional signal light and a second output of said turn signal switch; and

the first intensity switch connecting the brightest output circuit of a first directional signal light and a power supply, and a second light intensity switch connecting the brightest output circuit of a second directional signal light and said power supply,

whereby the intensity of said first directional signal light and said second directional signal light are controlled between illumination output modes selected from the group consisting of pulse and flashing signaling modes and constant output safety and utility modes.

73. (previously presented) The vehicular light control system as described in claim 72, further comprising means to control dimmest output circuits of the first directional signal light and the second directional signal light from simultaneous operation with respect to the brightest output circuits of said directional lights, to control unnecessary heat in the areas surrounding said first directional signal light and said second directional signal light.